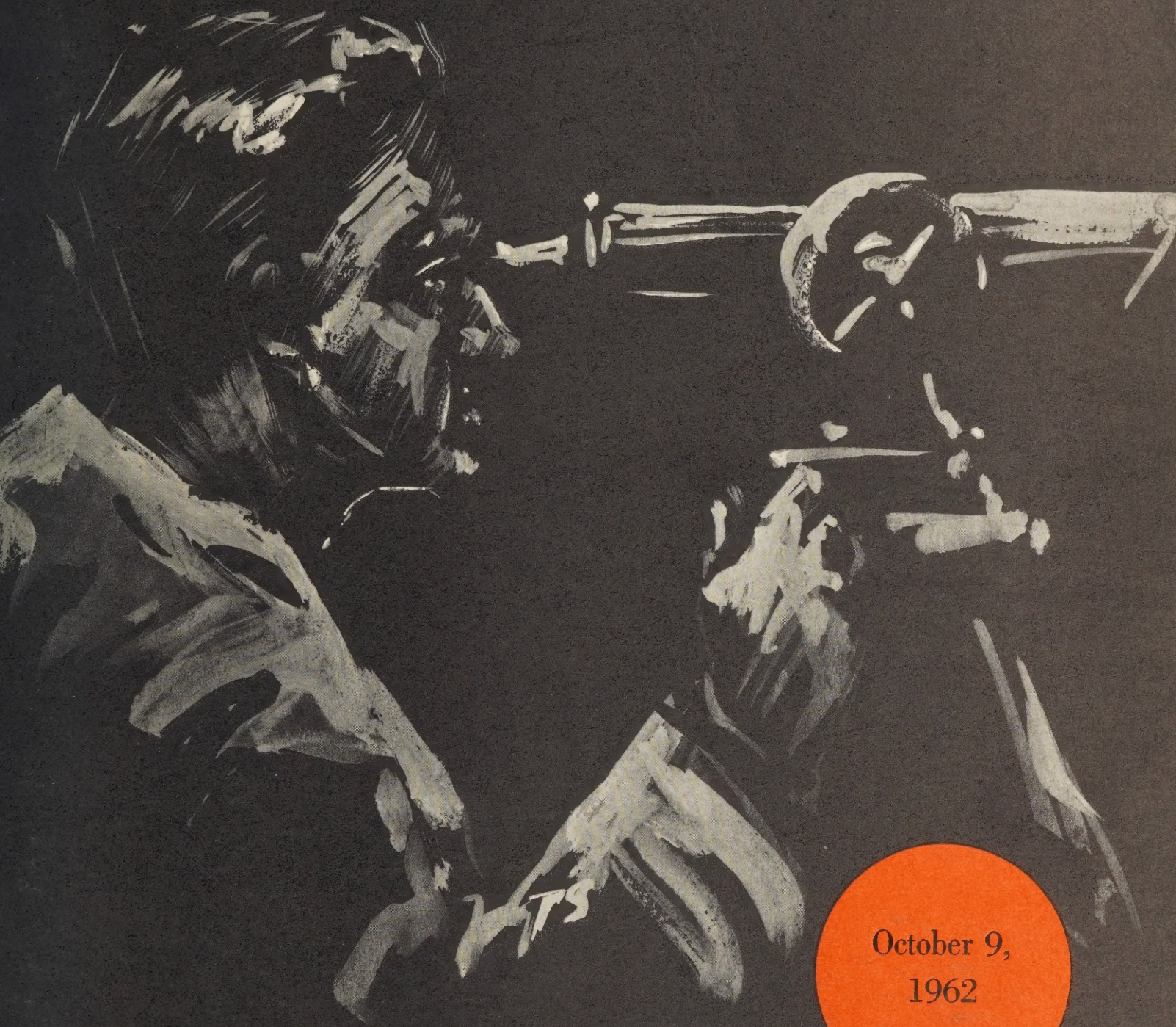
monthly report



October 9, 1962

NEW JERSEY STATE HIGHWAY DEPARTMENT

Red Hill Interchange

After visiting the scene in Monmouth County personally, and holding several meetings with all interested groups at the Governor's direction, the State Highway Commissioner proposed a solution to the controversy surrounding location of a new interchange for the Garden State Parkway in the Holmdel area.

The problem was this: Studies indicated that Red Hill Road was the best location for an interchange from the standpoint of providing adequate service while protecting the Parkway's economic position. Some residents of the area, led by the Red Bank Register, were annoyed because the Telegraph Hill interchange has been closed.

The solution proposed by the Commissioner and submitted to Governor Hughes provided for constructing the new interchange at Red Hill Road; building a connection to Dwight Road over right-of-way to be provided by the municipality; and temporarily re-opening the Telegraph Hill interchange with adequate provisions for safety. When the Red Hill interchange is completed, the Telegraph Hill interchange will be closed again. The Authority's Commissioners accepted recommendations of the Chief Executive.

Senate Committee Investigation - Port of New York Authority

At the request of Senator Frank S. Farley of Atlantic County, Chairman of the Committee, the State Highway Commissioner reviewed all available information on new modes of transportation such as the Monorail and Levecar and discussed them at a public hearing conducted by the Senate Committee created to investigate the affairs of the Port of New York Authority.

Senate Committee Investigation - Port of New York Authority (Cont'd.)

The Commissioner's remarks, a copy of which is attached, emphasized the necessity of utilizing presently available forms of land transportation and improving them to provide swift and convenient movement of people and goods throughout the State. The possibility of increased use of improved helicopter transportation in some specialized situations was indicated.

"The Great Highway Robbery"

On October 1st, the National Broadcasting Company presented a televised report by Mr. David Brinkley entitled, "The Great Highway Robbery." A complete transcript of this program was made and has been forwarded to the Governor.

A map shown in one portion of this program (photograph included in this report) purports to show the States where investigations revealed instances of fraud and corruption. It will be noted that New Jersey was shown in white, thus, by exclusion, absolving us of any wrongdoing.

The New Jersey State Highway Department has been investigated twice by staff employed by the Blatnik Committee and also by the General Accounting Office. No allegations of wrongdoing have ever been made. As a matter of fact the Chief Investigator complimented our operations. The State Highway Commissioner is in possession of a personal letter from Congressman Blatnik. This communication, because of its personal nature, has not been made public.

"The Great Highway Robbery" (Cont'd.)

Efforts to obtain a public statement from Congressman Blatnik have been turned aside by legal counsel to his Committee, and the matter warrants further consideration at this point.

On the basis of personal inspection of this television program, a review of the transcript, knowledge of some of the people involved, and communications from the American Association of State Highway Officials, it is reported that Mr. Brinkley was not acting in an objective manner. His interview with Mr. Rex Whitton, we are informed, was edited down from more than an hour of tape to present the most damaging picture possible.

The New Jersey State Highway Department has made and continues to put forth strenuous efforts to preserve its good name and the integrity of its employees. Instances of wrongdoing have been found in the past and these have been dealt with summarily. There is, unfortunately, little doubt that distasteful cases may arise in the future, due to the fraility of human nature, and the policy will be to punish them at once to the fullest extent possible. Full publicity will be accorded any such events, with no attempt whatsoever to "sweep anything under the rug."

It is apparent to us that, no matter how competent and effective our efforts have been in the past, they must be strengthened all along the line. This is a simple matter of insurance -- self-preservation. The effort will probably entail greater expense, but who can put a price tag on the Administration's good name?

"The Great Highway Robbery" (Cont'd.)

In the meantime, such steps as might be possible to put the Brinkley program in proper perspective are being considered.

Interstate Route 80

The original plans for Route 80 in the vicinity of Paterson, West Paterson and Totowa would have necessitated numerous acquisitions from the Erie-Lackawanna Railroad. In addition, because of the limited space between Garret Mountain and the Passaic River, it would have been necessary to temporarily relocate the Railroad's facilities to then acquire new rights-of-way for Railroad, and finally to relocate the facilities a second time in the new permanent location.

Engineering studies indicated that if the State could acquire the entire railroad in this area that probably four million dollars in construction costs could be saved through the elimination of blasting out large sections of Garret Mountain; the construction of retaining walls, etc. Other savings would result from elimination of the purchase of new right-of-way for Railroad and the elimination of such parcels as the Laurel Grove Cemetery area where 40 or more bodies would have to be moved.

In the interest of the State, exploratory talks were held to determine whether the Railroad could be persuaded to abandon this operating facility and to convey it to the State for the value of the part taken without paying major severance damages which could include upgrading of other lines necessary to make such an abandonment possible and legal costs involved in P.U.C. approvals.

Interstate Route 80 (Cont'd.)

As a result of several exploratory conferences, it appeared to be to the mutual advantage of both the State and Railroad to proceed to buy the entire railroad right-of-way between Union Avenue, Totowa and 21st Avenue, Paterson. Railroad was amenable to this plan and agreed to proceed on a basis of no damages for severance (except a small signal line cost) and no payment for the required upgrading and change overs on the alternate railroad line to be used, if the State would use its good offices to aid in the approval of the abandonment. Plans were accordingly revised. Appraisals were revised to conform with the new plan and formal negotiations were then conducted.

These negotiations resulted in an agreement in the sum of $2,660,000 including a down payment of $665,000 for a total of 54.131 acres. Owners are to clear the right-of-way facilities and bridges and to immediately petition the necessary public agencies for approval of the abandonment and relocations. The property is to be vacated by December 31, 1963. To insure that the railroad traveling public's interests are protected, the agreement carries an "Appendix A" stipulating the nature of the improvements that Railroad will make to the alternate route.

Located within the areas acquired by the State are approximately 26,210 lineal feet of operating railroad trackage, 10 switches, 3 bridges, various appurtenant facilities in the form of retaining walls, culverts, fencing, communication lines, mile posts, etc., as well as the Totowa Freight Terminal Building, and a one-story cinder block storage building.

Interstate Route 80 (Cont'd.)

This acquisition completely severs the Boonton Line. This is a condition which makes it necessary for the Railroad to revise its switch set up at the Totowa Yard and to secure the approval of the P. U. C. and other governing bodies to reroute the through commuter and freight traffic over the Railroad's Greenwood Lake Branch. This rerouting will necessitate Railroad constructing interchange facilities in Mountain View where the two lines cross, together with appropriate terminal and parking facilities. In addition, the Railroad will have to "upgrade" its Greenwood Lake Branch with better trackage, various grade crossing improvements and better C. T. C. Equipment so as to carry the heavier and more frequent through trains that will use this line.

Publications

An article by the State Highway Commissioner, "State Government and Transportation," was carried in the summer issue of "State Government," the quarterly publication of the Council of State Governments. Reprint rights were secured in advance and the article, made up in the form of a small booklet, was widely distributed this month.

New Jersey State Fair

The Department's annual exhibit at the State Fair was based on the theme of "There's More to a Highway than its Surface." An attractive booklet using reduced versions of the artwork in the exhibit was prepared and distributed at the same time.

During a tour of the State Exhibits Building, Mr. George Hamid, operator of the Fair, directed that a blue ribbon be awarded to the Highway Department for its exhibit. This award, entirely spontaneous, was not based on any competition among the Departments, but rather reflects Mr. Hamid's personal judgment.

Public Markets Project

Extended negotiations with Pennsylvania railroad officials that required delving deeply into the basic planning of Hudson County's Public Market project culminated last week in an agreement that should permit the job to now move into its final stages.

Our first step was a reduction in the railroad's land price. This was followed by a review of then-in-force contracts and institution of improvements; an expert comparison of probable costs that substantiated certain advantages to the Railroad that Public Markets had claimed; and numerous meetings with Jersey City, Hudson County and Railroad officials to iron out all points involved.

Subsequent bargaining talks between the Highway Commissioner and the Railroad were brought to a conclusion on October 5th with the $8.50 gap between the Market's proposed per car minimum charge and the Railroad's former top figure resolved.

Meetings

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

Sept. 12th - Meeting of the Bi-State Transportation Agency at Newark.

Mr. Alexander Feinberg, Counsel to the Atlantic City Expressway Authority, met with the Commissioner to discuss problems facing that agency.

Sept. 13th - Extended telephone conversation with Senator Connery of Gloucester County regarding the Atlantic City Expressway Authority.

Sept. 14th - Execution of 1962-63 railroad contracts.

Sept. 17th - Meeting of Tri-State Transportation Committee.

The Highway Commissioner met with Senator Deamer of Bergen County to discuss the problems of Paramus with regard to Routes 4 and 17.

Sept. 19th - Mayor Ginty of Morris Township and others met with the Commissioner to discuss alignment of Interstate Route 287.

Sept. 20th - The Commissioner, as a member of the Governor's Committee on Economy and Efficiency is Government, met with the President of the Civil Service Commission to discuss that Department's operations.

Meetings (Cont'd.)

Sept. 21st - The Commissioner appeared before the State Tax Policy Commission to discuss future state and local transportation needs.

Sept. 24th - Senator Harper of Sussex County conferred with the State Highway Commissioner regarding the transportation problems of that area.

Oct. 1st - The President of the Erie-Lackawanna Railroad and members of his staff met with the Commissioner to discuss their financial problems.

Oct. 2nd - The Commissioner attended a conference with Mr. Austin Tobin to discuss Port Authority operations of the Hudson and Manhattan Railroad and the development of the World Trade Center.

Oct. 3rd - Senator Cowgill of Camden County met with the Commissioner to discuss highway problems relative to construction of a new shopping center.

Oct. 4th - Mayor Moore of Point Pleasant and other officials discussed their municipality's problems with the Commissioner.

Oct. 8th - Mr. Joseph McLean, head of the Highway Information Association, met with the Commissioner to discuss future transportation needs.

BIDS RECEIVED

Sept. 20 -	Route 4 Resurfacing Vicinity of Margaret Street to Teaneck Township Line. Township of Teaneck, Bergen County. Geo. H. Brewster & Son, Bogota	$135,919.00
Sept. 20 -	Route 165 Widening and Resurfacing Lambertville, Hunterdon County. William J. Wall, Haddonfield.	39,119.00
Sept. 20 -	Sea Isle City Blvd. Bridge & Approaches Township of Dennis and Sea Isle City Cape May County. Ole Hansen & Sons, Pleasantville	1,707,039.22
Sept. 20 -	Route 5 Concrete Retaining Wall and Stabilization of Rock Slope Edgewater, Bergen County. Schiavone Construction Co., Secaucus	293,554.00
Sept. 25 -	Route U. S. 30 Absecon Creek Bridge and Approaches Absecon, Atlantic County. Arthur R. Henry, Northfield	539,850.70
Sept. 27 -	Interstate Route 287 Grading, Paving and Bridges Bedminster Township, Somerset County. Samuel Braen's Sons, Hawthorne	1,999,523.55
Sept. 27 -	Ridgewood Avenue and Oradell Avenue Construction. Paramus, Bergen County. Sappah Construction Co., Montvale	258,513.15
Sept. 27 -	Route U. S. 30 Drainage Improvement at Peter's Creek Audubon, Camden County. W. L. M. & Co., Haddonfield	39,890.00
	Total Bids Received -	$5,013,408.62

CONTRACTS AWARDED

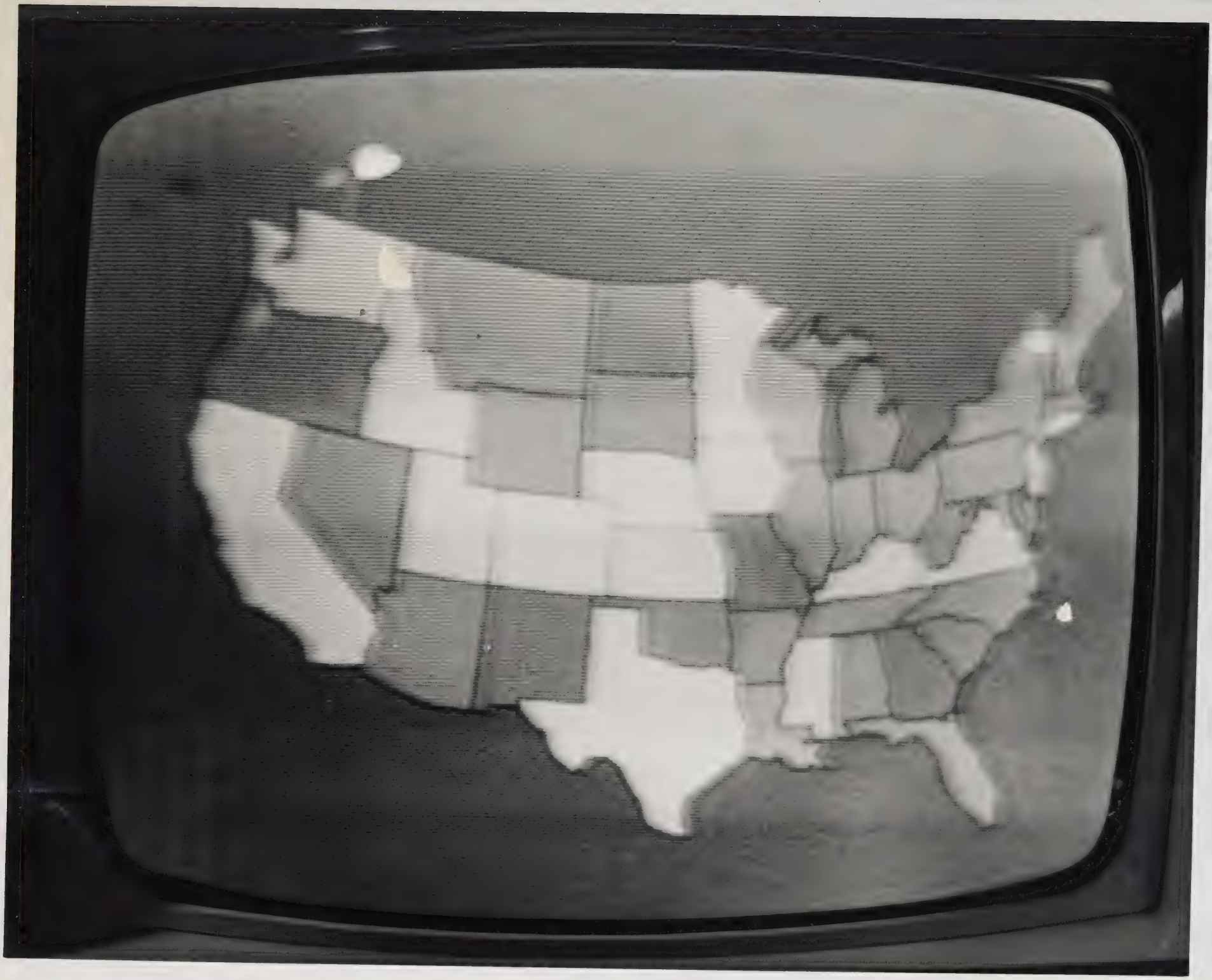
Sept. 18	-	Route 46 - Sidewalk Construction at Pequest River Bridge. Vienna, Independence Township Warren County. Chernak-Bredbenner Construction, Inc., Randallstown, Md.	$14,109.00
Sept. 28	-	Route 4 Resurfacing Township of Teaneck, Bergen County. Geo. H. Brewster & Son, Bogota	135,919.00
Sept. 28	-	Route 165 Widening and Resurfacing Lambertville, Hunterdon County. William J. Wall, Haddonfield	39,119.00
Oct. 2	-	Sea Isle City Boulevard Bridge and Approaches. Township of Dennis & Sea Isle City Cape May County. Ole Hansen & Sons, Pleasantville	1,707,039.22
Oct. 4	-	Route U.S. 30 Drainage Improvement at Peter's Creek Audubon, Camden County. W.L.M. & Co., Haddonfield	39,890.00
Oct. 5	-	Ridgewood Avenue & Oradell Avenue Constn. Paramus, Bergen County. Sappah Construction Co., Montvale	258,513.15
Oct. 5	-	Route U. S. 30 Absecon Creek Bridge and Approaches Absecon, Atlantic County. Arthur R. Henry, Northfield	539,850.70
		TOTAL	$2,734,440.07

BIDS TO BE RECEIVED

Oct. 16 - Lincoln Street Bridge Superstructure and Approaches.
Paterson, West Paterson and Totowa
Passaic County.

Oct. 25 - Underground Structures for Traffic Signal Systems - Contract #1 - at Various Intersections of New Jersey State Highways.

"Blue Ribbon" exhibit by State Highway Department at 1962 New Jersey State Fair features the many steps in highway construction from determining the need to the finished roadway.



Map shown on David Brinkley television program October 1st -- "The Great Highway Robbery" -- shows 33 states (shaded) where alleged fraud and corruption were discovered. New Jersey is one of 15 States where no wrongdoing was indicated.

State Government and Transportation

by Dwight R. G. Palmer

The New Jersey Highway Department in recent years, through its Railroad Transportation Division, has taken the lead in preserving and strengthening rail commuter service for the state's people. In this paper Dwight R. G. Palmer, State Highway Commissioner of New Jersey, draws on that experience and his familiarity with mass transit problems of urban areas across the country to suggest major elements required for solution of the problems. He underlines that the task calls for cooperative effort by all levels of government—federal, state and local. In particular he points to the crucial necessity of state governmental leadership and coordination of such effort, and to a need for states to share in the financing.

State Government and Transportation

by Dwight R. G. Palmer

AMERICA is a land of people on the move via autos, trucks, trains, speed boats, planes and now in capsules through outer space.

No longer are there the mass migrations to the western frontier of a century ago. Travel in past decades was reckoned by what people called "long distances." Today there are no "long distances" as applied to the travel time involved. More and more workers are going greater distances every day to reach their places of employment. This tremendous daily mass movement of people between their homes and their jobs, coupled with the steadily increasing use of already overburdened highways for movement of goods, is placing intolerable strains upon the existing transportation facilities in every urban area of the nation.

THE PROBLEMS GROW

The "flight to the suburbs" has become a staple feature of modern living, bringing with it tremendous demands upon the smaller municipalities for more schools, better police and fire protection, sewer facilities and streets. The financial problems posed by disproportionately large residential populations are causing many local tax officials to lose sleep.

The larger cities, faced with loss of retail consumer business to outlying shopping centers, are feverishly attempting to cope with the myriad difficulties of urban renewal. Inevitably, all such plans must provide easier access and adequate parking to lure customers back to the long established business districts.

When all of the pieces of the jigsaw puzzle are fitted together, the picture is plain for everyone to see: our economy is suffering from "arteriosclerosis": hardening of the arteries of transportation. Unless facile circulation of people and goods through and within our centers of population is quickly restored, the result will be slow strangulation and drifting.

TEAM EFFORT REQUIRED

What is the role of government in this situation—what is its responsibility for providing a "cure?" The first thing that everyone—private citizens and public officials alike—should recognize is that the solution must be by team effort. No one group, no one level of government, can function effectively in this vital area by itself. Nor can the springing up of councils or committees, though of the best of intent, substitute for or supplant state government and its duly constituted agencies. The very nature of the problem points up the fact that the state must play the leading role. There is a strong trend towards:

1. Greater recognition that the federal government must provide increased aid to railroad transportation and that it should provide the machinery for coordinating with local redevelopment programs, to the extent desirable, all facets of transportation for which it renders aid.

2. Greater interest in the overall transportation problem on the part of many civic-minded local and regional "planning" groups, which seek to take an active part in the formulation of policy.

3. Increased public awareness, and in some cases resentment, of the fact that the vast national highway construction program, now gaining real momentum, undoubtedly will inconvenience a few for the benefit of the many, and that any overall mass transit program probably will display the same characteristics.

The federal government and the states have worked together during the past forty-six years to provide adequate highway transportation for the nation. But this teamwork has been possible only because all of the federal highway acts have placed the basic responsibility for location, design and construction of highways in the hands of the various state highway departments. The federal government retains the authority to withhold funds when it feels that a state decision is wasteful or contrary to the public interest or that the project is ill conceived or inadequately engineered.

A state always has the authority to build a highway on its own if the federal government withholds aid, and in very many instances states do go beyond the limits of available federal aid by using their own resources to ensure that new highways comply with certain safety and convenience needs of particular areas.

The problem of adjusting highway location

and design to the desires and plans of local governments, civic groups and John Q. Public is, of course, most intense in highly urbanized areas. It is a problem that highway departments not only try to work out but must work out for the benefit of all. A modern superhighway cutting through a congested residential or business area brings a host of problems in its wake. But these problems cannot be resolved on a local basis, by neighborhood vying against neighborhood and one municipality threatening to block all action unless its own particular demands are met. Nor can such situations be settled on a political basis. Highways last too long and serve too many people to be influenced by current local contests.

STATE RESPONSIBILITY IS BASIC

A states responsibility is to promote the welfare of the residents of all municipalities within its boundaries. By law, this responsibility is executed in the realm of highway transportation by the state highway department or an equivalent agency.

The experience in many states of seeing local groups trek to Washington to appeal a highway department's plan is no longer a novelty. Too often such groups reflect attitudes that may not be in harmony with the majority's views and needs. We have found Washington departments understanding and good listeners when visited by local groups. They have also urged such local groups to work out issues on the spot with the state highway departments rather than at the national level.

This procedure, of centering the responsibility upon the state government, has worked well as regards highways. It should be equally applicable to the field of intrastate railroad

transportation. In this area the problem of diminishing commuter passenger service is worrisome. It normally is particularly a local or regional problem. Where the crossing of state lines is involved, as in the vast New York and Philadelphia metropolitan regions, agencies already created by the states in combination with one another usually are available to assure that the jobs can be handled.

COORDINATION AND PARTNERSHIP

Increased federal aid to the railroads must come. But the decisions on how to fit this financial support into well-integrated transportation systems—incorporating the facilities of both rail and rubber—must be made by agencies responsible to the state governments.

In the same way, the federal government must provide the means by which the agencies, at all levels of government, responsible for urban renewal and redevelopment, can coordinate their efforts with those responsible for transportation. Here I would add insistence that state and local authorities accomplish their utmost under their own steam, rather than sit back and impose the entire problem on the federal government.

In short, the existing federal-state partnership in the effort to provide new and improved highway transportation should be preserved, and it should be extended to the effort of providing better mass transit facilities—on the same terms.

CRUX OF THE RAIL PROBLEM

Recognition that mass transit must be a major part of any solution to the traffic strangulation plaguing our urban areas has gained

ground rapidly in recent years. Municipalities and regions threatened with loss of the rail service they had taken for granted over a period of many decades suddenly have awakened to its value.

But the problem of how to curb the slow rot that had set in, how to modernize the existing rail facilities, and how to integrate them in a well-planned transportation system has seemed financially insurmountable. There has been no lack of complicated and expensive plans, advanced by "experts" and commuter groups; the only thing missing has been the money to pay for them.

NEW JERSEY'S EXPERIENCE

Experience in New Jersey has shown that a state agency, in this case the Railroad Transportation Division of the State Highway Department, can do the job if given adequate legislative support. The most essential rail commuter service has been preserved under a system of contracts with the carriers. Action taken in cooperation with the State of New York has cleared the path for rehabilitation and efficient operation of a vital interstate facility, the Hudson and Manhattan Railroad. Comprehensive plans have been developed for construction of new facilities to link all of the North Jersey commuter railroads, and thus provide proper transportation for the thousands of workers who travel between the two states every day. In South Jersey, action in cooperation with the State of Pennsylvania has likewise provided for expansion of rail commuter service in the Camden-Philadelphia metropolitan area. All of the progress so far has been without the assistance of federal funds and without imposing an added tax burden upon the people of the states at interest.

The key to success in the effort outlined above was, of course, "adequate legislative support." The railroad industry had for decades been regulated as a profit-making monopoly. The legislation which authorized passenger service contracts in New Jersey also turned much of this regulatory power over to the agency responsible for executing the contracts —the Highway Department. The Highway Department has also been designated as the prime mover in negotiations between states involving the transportation activities of bi-state agencies.

Without such authority, no state agency can do much more than merely advance its point of view. With it, the decisions which must precede action can be made.

THE STATES' SHARE IN FINANCING

To implement the Highway Department's transit plans for New Jersey, further legislative action will be required. While these plans are based on full utilization of existing facilities in the most economical manner possible, large expenditures ultimately will be necessary. Neither the federal government, nor the railroads themselves, nor interstate agencies financed by tolls, nor a combination of any of them can be depended upon to bear the entire burden of financing the needed improvements. This situation is not confined solely to New Jersey.

Here again, the state government comes to the fore. Past history has shown that local governments are unwilling to contribute ready cash for transportation facilities, particularly those which extend beyond municipal boundaries. It is evident that the states will have to assume a large part of the financial responsibility.

Thus it becomes the duty of the states' transportation agencies not only to develop plans for providing adequate rail transportation, but also to recommend the best way to finance these plans. In all likelihood, such recommendations will in the future contemplate contributions by both state and federal governments as well as by the carriers.

WORKING WITH LOCALITIES

In the background of this situation, we see renewed activity by many local and regional citizens' groups concerned with the details of urban renewal, transportation, and most of all, overall "planning." The interest of these groups, their studies and recommendations, are a welcome and worthwhile addition to the activities of the state agencies which have been given the responsibility for developing and executing transportation improvements.

Knowledge of what the local communities need and want, of how proposed highways and transit lines will fit into the local scheme of things, is essential to the state; it is being acquired by both parties jointly considering each area's needs. It forms the base for decisions by the executive as well as the legislative branches of the government.

Too often self-formed groups, rather than the people's duly elected representatives, seek to put themselves in the position of charting the course and making the decisions. This cannot be permitted, for such groups neither provide the funds nor are able to spend them. As the responsibility rests with the state governments, so must the authority.

KEY ASPECTS

State governments can provide the kind of

coordinated highway and rail transportation (particularly mass transit) that is so urgently needed by our urban areas. As we see it:

The railroad industry as a national institution should remain in the hands of private ownership and should be prevented from moving, by default, into the shifting quicksands of public ownership and operation.

States must recognize that railroads are no longer monopoly utilities and should adopt a modernized set of rules to recognize their situation.

The cost of providing rail transit service should be reduced through technological efforts.

Labor should make its contribution if for no other reason than to protect its employment opportunities.

The state transportation agency entrusted with the task of providing well coordinated transportation facilities for the public should avoid the complacent "hands off" attitude of the past, as well as the stringent regulation which comes with public operation.

It is the job of the state agency, and not always an easy one, to act as "mediator" among the various and sometimes conflicting interests of the transportation industry. Carriers of all types must be persuaded to work together. The convenience of the commuter who catches the 7:05 each morning must be maintained, as well as that of the commuter who relies on his private car.

The most positive thing the state can do is let the mass transit carriers know, in no uncertain terms, that they have not been abandoned. Let the railroads know that a state agency is vitally interested in helping them to get back

on the road to economic health, and that they are supported by legislative authority and appropriations, and you will witness a remarkable change in the current attitude of railroads and their willingness to help themselves. In New Jersey, the major commuter railroads have begun to think in terms of helping themselves, and have cooperated in preparation of the Highway Department's transit program.

Once this has been accomplished, the technicians can get down to work drafting the detailed plans. Commuter railroad stations should be shifted, if necessary, to serve the present centers of population, and suburban stations should be located where ample parking is available. Schedules should be revised to tie in with bus movements. Duplicate and unnecessary service should be eliminated by providing transfers between lines.

It has been said that the commuter passenger service business will never be a paying one. Whether this is true or not, only time can tell. Meantime, it is the function of the state government to help keep the transit lines alive by eliminating operating costs wherever possible without curtailing essential service. It is that simple.

Numerous new modes of transportation are currently offered as substitutes for existing travel facilities. All cost real money; they have yet to prove their effectiveness, and if adopted would mean scrapping all existing facilities and the securities behind them. Moreover, we must still determine if the public will return to mass transit. Let us, accordingly, "half sole and heel" what we have, and give it a try.

LEADER OF THE TEAM

What is the role of state government in solving the transportation problems of our urban areas? It is to be the leader of the team, the "quarterback." The solution is not beyond our reach, but we cannot reach it by grasping at butterflies. State government has a tremendous stake in providing safe, convenient and speedy transportation facilities. Without them, our economic life must wither away. More than that, state governments have the responsibility, the knowledge and the experience needed to build and maintain the essential arteries of commerce. No commissions, no council or committee, can substitute for the state in assuming the responsibility of enlightened public officials for the job at hand.

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NEW JERSEY STATE HIGHWAY DEPARTMENT
Bureau of Public Information
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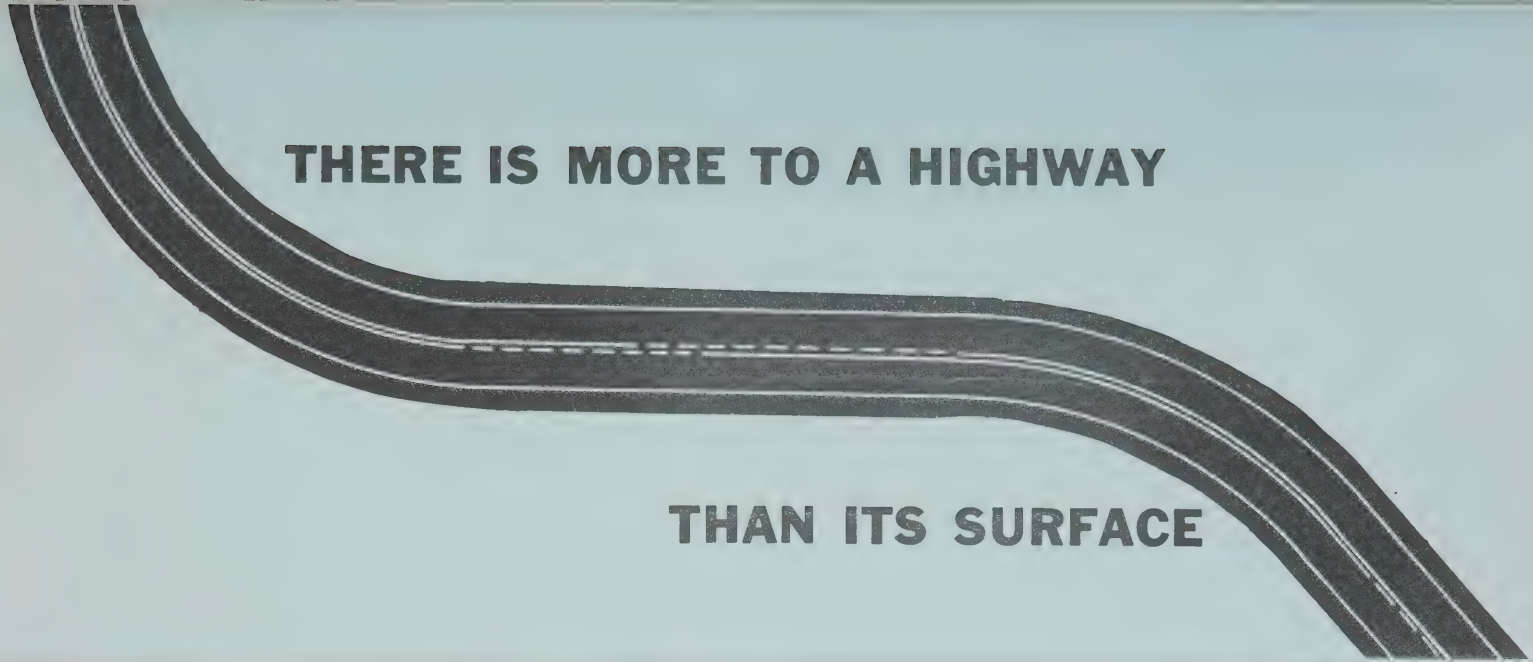
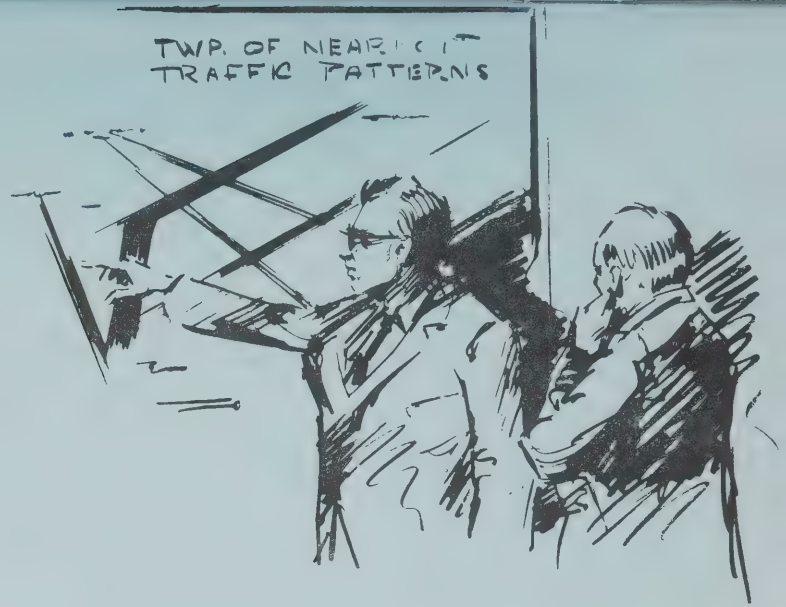

THERE IS MORE TO A HIGHWAY
THAN ITS SURFACE

When will the road be finished?

The question most frequently asked of the Highway Department is, "When will the road be finished?" The answer to the question is not as easily arrived at as some might think. There are many steps to be taken between the conception of a highway and its availability for public use. Each phase has a variable time element. This booklet is designed to outline the major steps involved:

Traffic volumes are measured and projected.

Origin and destination of traffic studied.



Basic field surveys furnish details on topography and sub-soil conditions.

Alignment alternates are plotted, future development considered.

Preliminary plans uncover engineering obstacles.

Departmental proposals presented at public hearings.

Federal approvals of most projects must be obtained.

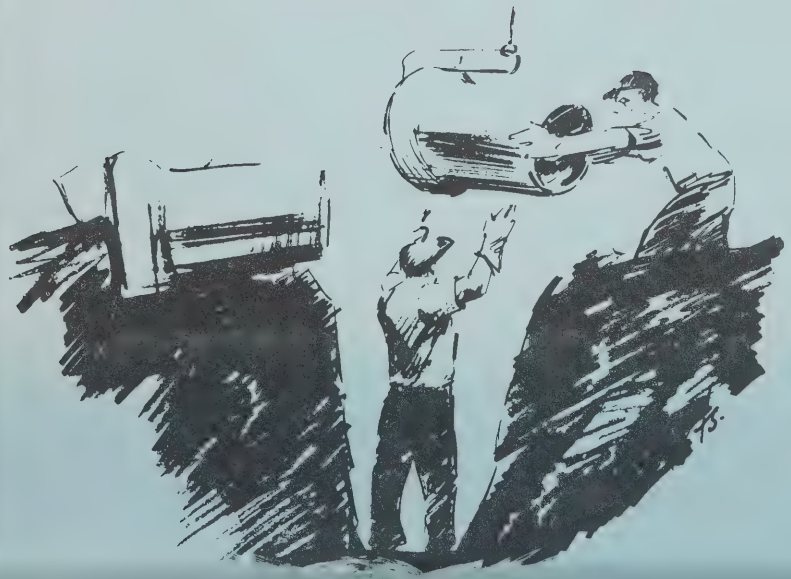
Detailed construction plans are drawn and approved.

Land to build highway is purchased.

Following competitive bids projects are put under contract.

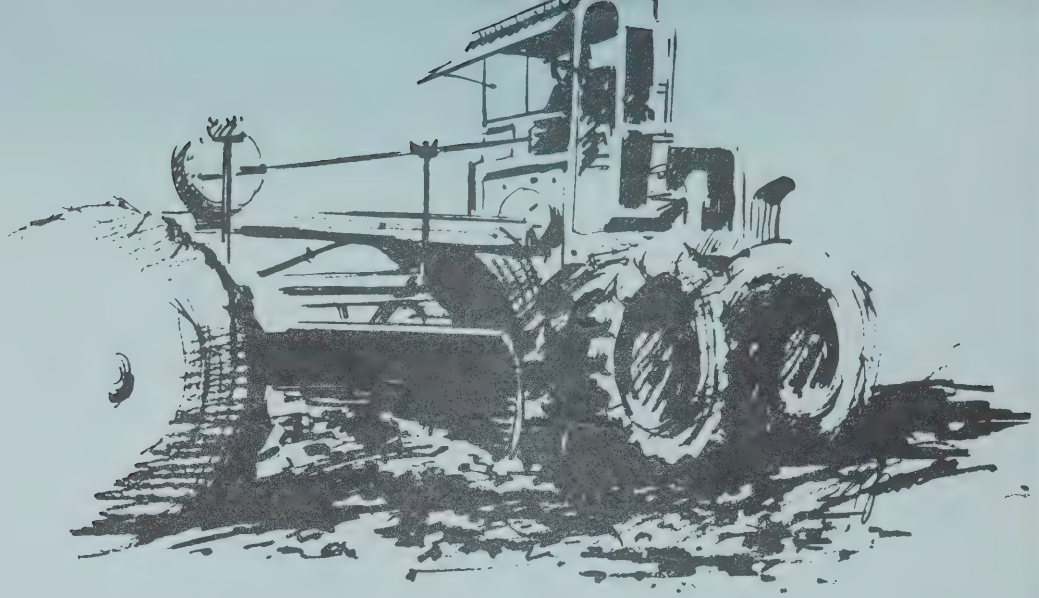
Right of way cleared.

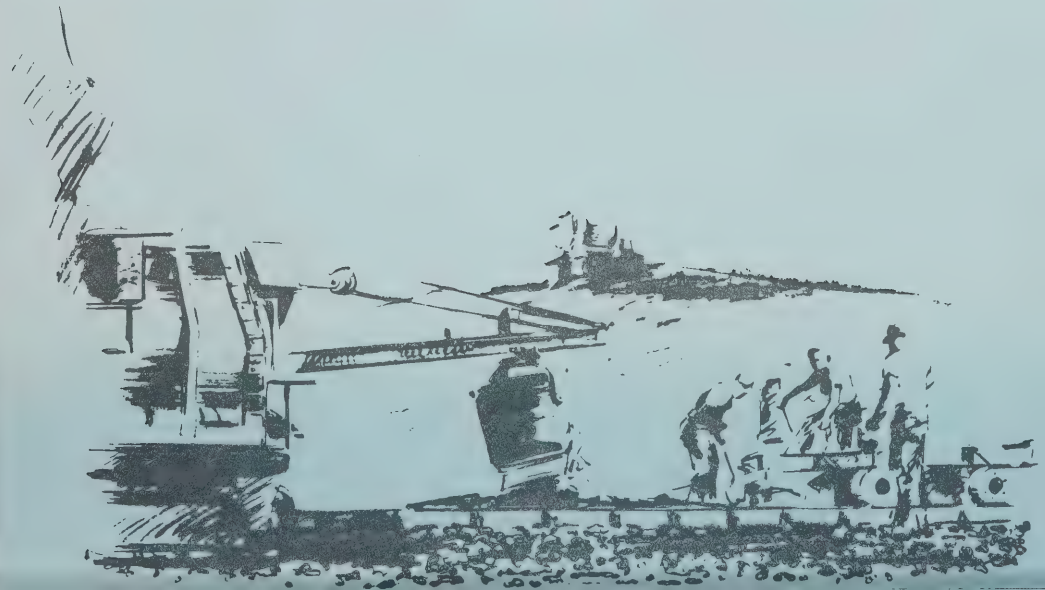
Mountains of earth and rock are moved in rough grading.



Miles of storm drains are required.

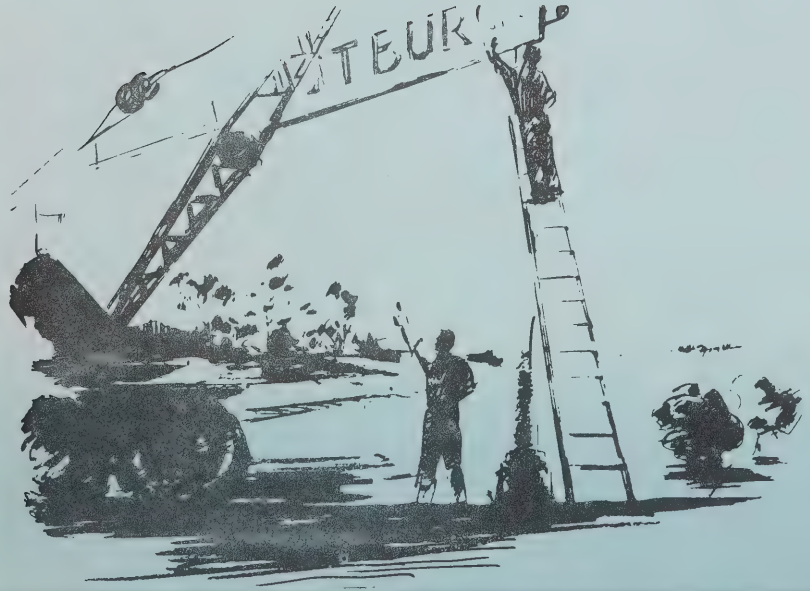
Rough grading is refined.





Roadway surface pavements are constructed.

Landscaping improves aesthetics,
prevents erosion.



Modern signs guide traffic safely.

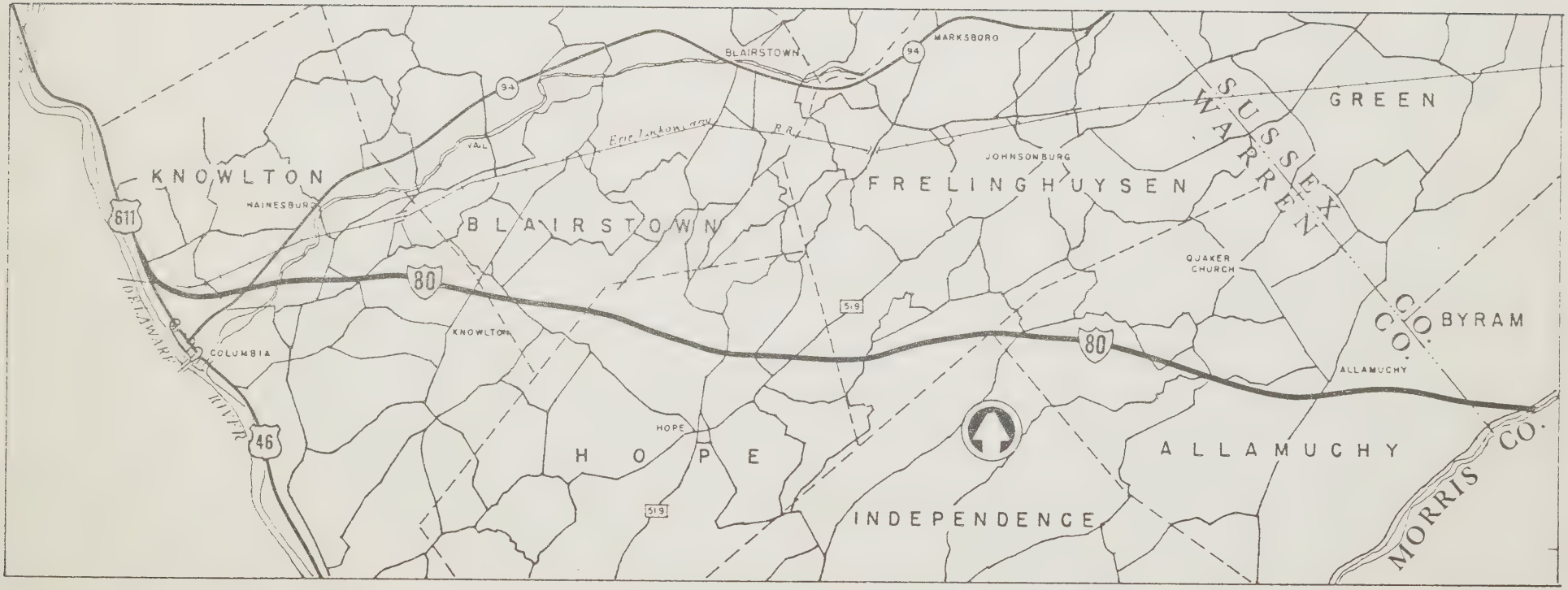
The finished highway represents millions of dollars, months of planning, and a lot of hard work.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432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46
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ALLAMUCHY
MORRIS CO.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

RELEASE WED. PM's

1962
INTERSTATE ROUTE 80
Public Hearing
Hope, Warren County.

Trenton, Oct. 10 - The New Jersey State Highway Department today announced it will hold a public hearing October 23 to present the proposed path of Interstate Route 80 for 20 miles through Sussex and Warren Counties.

The open meeting will begin 10:30 a.m. in the Hope Community Center, Hope, Warren County.

Highway officials will point out the course they recommend for future highway construction, beginning at the Morris County line and proceeding westerly to Route 611 near Columbia.

A Department spokesman said the new hearing leaves only three miles of the 68-mile Interstate highway still in the pre-hearing study stage -- a three-mile section between Route 46 near Netcong and the Morris County line. About 15 miles of the cross-state highway are now open to traffic in Morris and Warren Counties, and 12 miles are under construction in Bergen and Passaic Counties. The remaining 18 miles are in the planning or right-of-way purchase stages.

The main alignment to be covered at the October 23 hearing proceeds across the southern tip of Sussex County, into Warren County, passes between Allamuchy and Allamuchy Pond, passes between Silver Lake and Hope, skirts the northern edge of Polkville and joins Route 611 north of Columbia.

One alternate path leaves the main alignment about a mile east of Route 519, curves around the north shore of Silver Lake and rejoins the main alignment east of Knowlton.

(more)

1962
INTERSTATE ROUTE 80
Public Hearing
Hope, Warren County.

Another alternate path starts near Knowlton, curves southwest around the southern shore of Delaware Lake and joins Route 46 south of Columbia.

Basic plans call for a four-lane divided highway in the area covered by the hearing. The proposal also includes interchanges which would be constructed at Route 521 near Hope, Route 519 near Union Church, and Route 517 near Allamuchy. A rest area also is included in the proposal, to be located near Trout Brook in Allamuchy.

The spokesman said all comments and suggestions offered at the hearing will receive careful consideration before the alignment is determined.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR SUNDAY A.M.s RELEASE

1962
RIGHT OF WAY RESEARCH
HARTFORD CONFERENCE

Trenton, Oct. 6 - The New Jersey State Highway Department today announced it will participate in a conference on right of way research at Hartford, Connecticut on October 9 and 10, 1962.

The conference, sponsored by the U.S. Bureau of Public Roads and the North Atlantic States, will concentrate on appraisal of "severence damages". Mr. Herman N. Kramer, Director of the Division of Right of Way Acquisition and Titles, will represent the New Jersey Highway Department.

"Severence damages" are involved in cases where only part of a property is required for a highway right-of-way. In such cases the owner is compensated for damage to the remainder of his property, if any is caused.

Increased information on the value of real property remaining in the possession of owners after partial acquisition by the State will not only help to expedite transactions and settlements, but will also provide increased protection to taxpayers and property owners. At present, negotiators for public bodies are often forced to rely largely on experience and judgement rather than upon information which can be documented.

A manual of procedure for right of way research to provide a more reliable basis for estimating severence and consequential damages and benefits has been completed by the New Jersey State Highway Department in cooperation with the Bureau of Public Roads.

(more)

1962
RIGHT-OF-WAY RESEARCH
HARTFORD CONFERENCE

The conference will review and discuss the present research program for the purpose of improving and expanding it. Attention will be given to the clarification and improvement of study techniques and to making the best use of the results.

Particular attention will be given to the market value of real property remainders sold by their owners following acquisition of part of the parcel by a public agency and those that have experience a change in use since the public acquitition.

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NEW JERSEY
Traffic Conditions Report
STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY, OCTOBER 5 WEEK OF OCTOBER 5 - OCTOBER 12

Trenton, Oct. 5 - The NewJersey State Highway Department, as part of a continuing service to the public, today issued a list of locations in the State where road construction and maintenance may cause traffic interference to motorists during the week of October 5 - October 12.

Bergen

Route 80, Hackensack, Lodi, Teterboro and West Hackensack -- Motorists driving south in Hackensack on Route 17, should watch for temporary rerouting around the old Summit Avenue Bridge. During the next week traffic will be guided around the work site during demolition operations.

Southbound traffic will encounter slight delays on Route 17 between Maywood Avenue and the Terrace Avenue ramp due to drainage work.

Summit Avenue is closed from Standish Avenue, Hackensack to Grandview Boulevard and the southbound Route 17 ramps in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road, over Polifly Road to Terrace Avenue and then back to Grandview Boulevard. The condition, which prevailed last week, will last until November, 1962.

Polifly Road will be closed to northbound traffic starting Monday for re-surfacing between 9 a.m. and 4 p.m. Northbound traffic will be rerouted to the new northbound Route 17 roadway. Southbound traffic will continue to use Polifly Road during 2 or 3 day work period. (more)

1962
TRAFFIC CONDITIONS REPORT

Bergen

Route 80, East Paterson -- Eastbound and westbound single lane traffic is now confined to the westbound lanes of Market Street in East Paterson under the new Route 80 bridge. The condition, which prevailed last week, will remain for another month.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and will last until paving is completed.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and will continue until December, 1962.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. North Avenue will be blocked off between Seventh Street and Second Street for 2 months. The condition is the same as that which prevailed last week.

Route 46, South Hackensack and Little Ferry -- One way traffic in each direction from 9 a.m. to 4 p.m. during widening and resurfacing operations. The condition is the same as that which prevailed last week and will continue about six weeks longer.

Bergen-Passaic

Route 80, East Paterson, Paterson -- Route 20 traffic is diverted to a portion of the new relocated Route 20, east of the existing Route 20 which passes under Route 80. The condition will exist for approximately two months.

(more)

1962
TRAFFIC CONDITIONS REPORT

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Levittown, Cinnaminson, Pennsauken -- Traffic will be reduced from the normal flow of 2 lanes in each direction to 1 lane in the various areas of construction throughout the entire project. The normal 2 lanes of traffic in each direction will be resumed on Sundays. The condition is the same as that which prevailed last week and it will exist for about 5 months.

Camden

Route 38, Cherry Hill Township -- Slight intermittent delays while construction equipment moves across the highway in the vicinity of the Cherry Hill apartment building and the Cherry Hill Shopping Center, about ¼ mile east of Haddonfield Road - Route 38 intersection. Delay of 2 minutes at the most. The condition is the same as that which prevailed last week and it will remain for several weeks.

Route 295, Barrington, Lawnside, Tavistock, and Delaware -- During construction of the freeway from Copley Road to Kresson Road there will be detours at Haddonfield-Berlin Road and Kresson Road. Warwick Road is now being paved in the vicinity of the bridge over Route 295 and it will be opened to traffic during the coming week during the entire day. The condition will remain until bridge construction is completed.

Hunterdon

Route 78, Bloomsbury, Bethlehem, Union -- All traffic traveling west from relocated Route 22 and moving toward Pattenburg will be directed through the construction area. No delays are expected. The condition, which prevailed last week, will last another 3 weeks.

(more)

1962
TRAFFIC CONDITIONS REPORT

Mercer

Route 29, west of the Trenton City Line -- The pipe line installation by a utility company will create minor delays. There will be no interference to traffic on weekends. The condition is the same as that which prevailed last week.

Route 33, Hightstown -- Pavement repairs in the vicinity of the New Jersey Turnpike interchange. Slight interference during the day; no interference during nights or on weekends.

Route 69, Ewingville -- Utility Company installing sanitary sewage pipe line. Occasional delays due to reduction of traffic to one lane. The condition is the same as that which prevailed last week.

Route 206, Lawrenceville -- Slight traffic interference during resurfacing operations. No interference at night or on weekends.

Middlesex

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until the new Route 287 bridge has been completed. The condition, which prevailed last week, will continue for another week.

Route 287, Metuchen, Edison Township -- Whitman Avenue has been closed to traffic for a period not to exceed 2 months. The condition is the same as that which prevailed last week.

Route 287, South Plainfield, Edison Township -- Traffic on New Durham Road and on Durham Avenue is being diverted around the construction area. The condition, which prevailed last week, will continue for another week.

(more)

1962
TRAFFIC CONDITIONS REPORT

Middlesex

Route 1, Edison Township, City of New Brunswick -- Occasional constriction of traffic from 3 to 2 lanes in each direction from the Raritan River Bridge to Plainfield Avenue. The condition, which prevailed last week, will continue to December, 1962.

Middlesex-Union

Route 444 (Garden State Parkway), Kenilworth, Woodbridge, Clark, Cranford, Union -- One lane of traffic in each direction is blocked during working hours from 9 a.m. to 3:30 p.m. at various locations from King George's Road in Woodbridge to the Boulevard in Kenilworth. The condition, which prevailed last week, will last for approximately 3 weeks longer.

Route 9, Freehold -- Intermittent traffic interference during drainage construction work. The condition, which prevailed last week, will last for another week.

Monmouth

Route 35, Eatontown -- Intermittent single lane traffic during working hours Monday through Friday, from Shrewsbury Avenue to South of the Fort Monmouth entrance gate during widening operations on the east side of Route 35. The condition will not change this month.

Route 35 and 34, Wall Township and Brielle -- Traffic interference will exist at the southbound exit at the Collingswood traffic circle; at Wyckoff Road intersection; at Belmar Boulevard intersection; at the Airport Road; at Hurley Pond Road; at the Route 38 intersection; at the Allenwood-Glendola Road; at the northbound entrance into the Allenwood Traffic Circle. The condition, which prevailed last week, will continue for another week.

(more)

1962
TRAFFIC CONDITIONS REPORT

Monmouth

Routes 33 and 66, Vicinity of Anderson's Corner -- Minor delays during resurfacing operations. No interference at night or on weekends.

Morris

Route 80, Mount Olive, Roxbury, Netcong -- Intermittent interference to traffic during construction while equipment is moved in the work area. For the next two weeks westbound, one-way traffic on Route 46 will be reduced to one lane. The speed of traffic will be reduced, but there will be no stoppages. The same condition prevailed last week.

Somerset

Route 287, Bridgewater Township -- Woodlawn Avenue will be closed to through traffic. Residents on Woodlawn Avenue will have access to their homes. Woodlawn Avenue extends from Route 202-206 to North Bridge Street. The condition will prevail for six weeks.

Route 22 Bridgewater, Greenbrook -- There will be interference for a period of about 4 weeks from Washington Avenue to Thompson Avenue. The condition is the same as that which prevailed last week.

Route 287, Bridgewater -- Talamini Road in Bridgewater Township will be closed for approximately one year until the Talamini Road Bridge is built.

Route 206, between Belle Mead and Somerville -- Minor traffic delays during resurfacing operations. There will be no interference at night or on weekends. The condition is the same as that which prevailed last week.

Route 206, Somerville and Pluckemin -- Minor delays to traffic during pavement repairs. The condition is the same as that which prevailed last week.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE FRIDAY P.M.'s

1962
Route 130 - Gloucester County
Traffic Regulation

Trenton, Oct. 5 - The New Jersey State Highway Department today announced it has approved establishment of a no parking zone along Route U.S. 130 (Crown Point Road) in West Deptford Township, Gloucester County.

The new regulation will ban parking at all times along the southerly (eastbound) side of Crown Point Road between a point 288 feet north of the northerly curb line of Red Bank Avenue and the northerly end of the bridge at Hessian Run. It becomes effective when signs are erected.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1962
Underground Electrical - ADV
Statewide

Trenton, Oct. 4 - The New Jersey State Highway Department today called for bids October 25 on a contract for installation of an estimated 50 underground traffic signal system units at various intersections throughout the State during the coming year.

A Department spokesman said the blanket contract system yields many benefits and savings. It assigns the job and responsibility for underground installations to a single, qualified, contracting firm; it eliminates the time and administrative expense of advertising each installation contract separately, and it permits the Department to use its existing electrical force more efficiently and economically.

The spokesman noted the system, now in its tenth year, also results in speedy installation because the contractor gets paid only for work performed.

The contract will be based on the labor and construction materials needed for approximately 50 signal system installations at as yet undetermined locations in the State Highway System. As individual locations of new signals are determined, the contractor will be called upon to install the underground facilities -- small foundations, conduits, detectors, pedestals and concrete junction boxes.

All bids will be reviewed before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
TUxedo 2-3000 - Ext. 431-432

RELEASE TUESDAY P.M.'s

1962
TRAFFIC REGULATIONS
Route 10 Hanover Township
No Parking

Trenton, Oct. 2 - The New Jersey State Highway Department today announced it has approved establishment of no parking zones along Route 10 in Hanover Township, Morris County.

No parking, stopping or standing will be permitted along the northerly (westbound) side of Route 10 between the entrance to the ramp at Parsippany Road and westerly to Veterans Place.

A similar restriction will prevail along the southerly (eastbound) side of Route 10 between the one way street exit of Mount Pleasant Avenue and a point 982 feet west of the exit.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
TRAFFIC SIGNAL INSTALLATIONS

Trenton, Oct. 2 - The New Jersey State Highway Department today announced a semi-actuated traffic signal with pedestrian push buttons will be installed at the intersection of Route 4 and Iozia Terrace, Borough of East Paterson, Bergen County.

The signal installation is part of an improvement project including traffic island closings and improved channelization at the intersection.

Cost of the installation will be shared by the State and the Borough of East Paterson. The State Highway Department will maintain the installation while the Borough will provide for the electric power.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s

1962
TRAFFIC REGULATIONS
Route 28 Somerville
No Parking

Trenton, Oct. 1 - The New Jersey State Highway Department today announced it has approved establishment of no parking zones along Route 28 in order to provide space for bus stops in the Borough of Somerville, Somerset County.

Parking will be prohibited at all times and appropriate signs will be erected at the following locations:

A. Along Main Street (eastbound Route 28) At:

South Doughty Avenue

Union Street

South Bridge Street

Hamilton Street

Vanderveer Parkway

B. Along Main Street (westbound Route 28) At:

North Doughty Avenue

Davenport Street

Maple Street

Grove Street

Park Avenue

North Gaston Avenue

C. Along West End Avenue (eastbound & westbound Route 28) At:

Middaugh Street

Cornell Boulevard

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY PMs

1962
CONCURRENT AUDIT

Trenton, Oct. 1 - The New Jersey State Highway Department today announced it has billed the Federal Government for $5,411,875.04 for execution of contracts and agreements on Federal Aid highway projects during August.

The Department reported it paid out $11,197,245.12 last month on all phases of its highway construction program, of which $7,606,168.04 will eventually be the Federal Government's share. Of the Federal share, $2,194,293 will be reimbursable at a later date as various projects advance to final agreement with the U.S. Bureau of Public Roads.

About two-thirds of all the money paid out by the Department during August went for construction of roads and bridges.

New Jersey became the fourth State in the nation and the first on the Eastern Seaboard to sign an agreement with the Bureau of Public Roads in July providing for the concurrent audit procedure, which is designed to speed up reimbursement by the Federal Government for expenses incurred by the State on Federal Aid projects.

Before signing the agreement, the Bureau of Public Roads satisfied itself as to the reliability of the State's recently modernized accounting methods and data processing control of reimbursable costs. This enables the Bureau to make prompt reimbursement without waiting for a detailed audit of every item in the billing.

(more)

1962
CONCURRENT AUDIT

Highway Commissioner Dwight R. G. Palmer noted that in order to obtain Federal Aid Highway Funds it is first necessary for the State to award contracts and pay contractors for the work they perform. Then the Bureau of Public Roads is billed for the costs incurred by the State and reimburses the State Highway Department.

Under the old procedure, final payment was not received from the Federal Government until it completed a final audit of the finished project which often took a considerable period of time and resulted in substantial sums being carried on the State's books as "accounts receivable" from the Federal Government.

The New Jersey Highway Department signified its intention of going under the concurrent audit plan June 7 and completed all of the necessary accounting charts, flow charts, procedures, and a mechanized billing system by the end of June.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

FOR IMMEDIATE RELEASE

1962
ROUTE 21
Safety Measures
Belleville, Essex County

Trenton, Oct. 1 - New Jersey State Highway Commissioner Dwight R. G. Palmer today directed full speed ahead on a number of measures designed to neutralize some of the recent questionable driving practices experienced on Route 21 in Belleville, Essex County.

The measures, all concentrated in the Bayard Street area where five people were killed in traffic accidents last month, call for resurfacing a section of the old highway, erecting center barrier, installing warning and regulatory signs, and prohibiting parking in the vicinity of the apparent accident-prone area.

Commissioner Palmer said his Department engineers are working on plans for resurfacing a 500-foot section of the pavement from the Freeway section of Route 21 southward on the old highway. Another plan now on the drafting table will extend the 10-inch-high concrete center barrier about 150 feet south to Bayard Street.

The Commissioner added that a sign engineer was in Belleville last Friday choosing locations for signs to be erected this week. They include a "STOP" sign on the marginal road, about 100 feet south of William Street; a warning sign, "PAVEMENT NARROWS FROM 3 to 2 LANES" on Route 21 at Rutgers Street, and a "40 M.P.H." sign near William Street.

Installation of an overhead sign spanning the Freeway to alert motorists of "SIGNALS AHEAD" will take about a month to fabricate and erect.

(more)

1962
ROUTE 21
Safety Measures
Belleville, Essex County

Commissioner Palmer also announced parking prohibitions had been drawn up and submitted to Belleville officials for their approval and adoption. Under the Highway Department's proposal, parking would be prohibited on both sides of the marginal road (Main Street) from William Street to Bayard Street, and along the west curb of Route 21 from Bayard Street to Mill Street.

Parking would also be prohibited along the east curb of Route 21 from a point about 20 feet south of Bayard Street to the end of the ramp to Rutgers Street.

Construction plans for converting the section of old highway to a modern, limited access freeway are nearing completion, Commissioner Palmer concluded, and work on the new construction is scheduled to begin before the end of the year.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY, SEPTEMBER 28 WEEK OF SEPTEMBER 28-OCTOBER 5

Trenton, Sept. 28 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause traffic interference to motorists during the week of September 28 - October 5.

Bergen

Route 80, East Paterson -- Eastbound and Westbound single lane traffic is now confined to the westbound lanes of Market Street in East Paterson under the new Route 80 bridge. The condition, which prevailed last week, will remain for another month.

Route 80, Lodi, Teterboro, Hackensack, South Hackensack Township -- Summit Avenue is closed from Standish Avenue, Hackensack to Grandview Boulevard and the southbound Route 17 ramps in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road, over Polifly Road to Terrace Avenue and then back to Grandview Boulevard.

(more)

There will be some delay to southbound traffic on existing Route 17 between Maywood Avenue and Terrace Avenue at times during the day between 9 a.m. and 3:30 p.m. because of drainage installation work. The condition, which prevailed last week, will remain until November, 1962.

Route 46, South Hackensack and Little Ferry -- One way traffic in each direction from 9 a.m. to 4 p.m. during widening and resurfacing operations. The condition is the same as that which prevailed last week and will remain for about 2 months.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and will remain until paving is completed.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and will remain until December, 1962.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain. North Avenue will be blocked off between Seventh Street and Second Street for 2 months. The condition, which prevailed last week, will remain from 4 to 7 months.

Bergen-Passaic

Route 80, East Paterson -- Route 20 traffic is diverted to a portion of the new relocated Route 20, east of the existing Route 20 which passes under Route 80. The condition will remain for approximately 2 months.

(more)

1962
TRAFFIC CONDITIONS REPORT

Burlington

Route 38, Haddonfield Road Cloverleaf -- There will be minor delays to traffic on Haddonfield Road during widening operations at the intersection. The condition is the same as that which prevailed last week.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Levittown, Cinnaminson, Pennsauken -- Traffic will be reduced from the normal flow of 2 lanes in each direction to 1 lane in the various areas of construction throughout the entire project. The normal 2 lanes of traffic in each direction will be resumed on Sundays. The condition is the same as that which prevailed last week and it will remain for about six months.

Camden

Route 38, Cherry Hill Township -- Slight intermittent delays while construction equipment moves across the highway in the vicinity of the Cherry Hill apartment building and the Cherry Hill Shopping Center, about $\frac{1}{4}$ mile east of Haddonfield Road - Route 38 intersection. Delay of 2 minutes at the most. The condition is the same as that which prevailed last week and will remain for an indefinite period.

Route 295, Barrington, Lawnside, Tavistock, and Delaware -- During construction of the Freeway from Copley Road to Kresson Road there will be detours at the following locations: Haddonfield-Berlin Road and Kresson Road. Warwick Road is being paved in the vicinity of the bridge. It is open to traffic after working hours. During the day traffic is detoured around the construction area. The condition will remain until bridge construction is completed.

(more)

1962
TRAFFIC CONDITIONS REPORT

Hunterdon

Route 78, Bloomsbury, Bethlehem, Union -- Route 22 at the Pattenburg intersection. All traffic traveling west on relocated Route 22 and moving toward Pattenburg will be directed through the construction area. No delays are expected. The condition, which prevailed last week, will remain for 4 weeks longer.

Mercer

Route 29, west of the Trenton City Line -- A pipe line installation by a utility company will create minor delays. There will be no interference to traffic on weekends.

Route 33, Hightstown -- Pavement repairs in the vicinity of the New Jersey Turnpike interchange. Slight interference during the day; no interference during nights or on weekends.

Route 69, Ewingville -- Utility Company installing sanitary sewage pipeline. Occasional delays due to reduction of traffic to one lane. The condition is the same as that which prevailed last week.

Route 206, Hamilton Township -- Resurfacing operations on South Broad Street between Cedar Lane and Park Avenue will create occasional short detours in the direction of traffic.

Middlesex

Route 1, Edison Township, City of New Brunswick -- Occasional constriction of traffic from 3 to 2 lanes in each direction from the Raritan River Bridge to Plainfield Avenue. The condition, which prevailed last week, will continue to December, 1962. (more)

Route 287, Metuchen, Edison Township -- Whitman Avenue has been closed to traffic for a period not to exceed 2 months.

Route 287, South Plainfield, Edison Township -- Traffic on New Durham Road and on Durham Avenue is being diverted around the construction area. The condition will remain for one week.

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until the new Route 287 bridge has been completed.

Route 35, Cliffwood Beach -- Utility company installing sanitary sewage pipeline. Occasional interference to traffic during daytime operations.

Middlesex-Union

Route 444 (Garden State Parkway), Kenilworth, Woodbridge, Clark, Cranford, Union -- One lane of traffic in each direction is blocked during working hours from 9 a.m. to 3:30 p.m. at various locations from King George's Road in Woodbridge to the Boulevard in Kenilworth. The condition, which prevailed last week, will remain for approximately 3 weeks longer.

Monmouth

Route 9, Freehold -- Intermittent single lane traffic during working hours from 7 a.m. to 6 p.m. during drainage construction work. The condition, which prevailed last week, will remain for another week.

Route 35, Eatontown -- Intermittent single lane traffic during working hours Monday through Friday, from Shrewsbury Avenue to South of the Fort Monmouth entrance gate during widening operations. The condition will remain through October.

(more)

1962
TRAFFIC CONDITIONS REPORT

Monmouth

Route 35 and 34, Wall Township and Brielle -- Traffic interference will exist at the southbound exit at the Collingswood traffic circle; at Wyckoff Road intersection; at Belmar Boulevard intersection; at the Airport Road; at Hurley Pond Road; at the Route 38 intersection; at the Allenwood-Glendola Road; at the northbound entrance into the Allenwood Traffic Circle. The condition, which prevailed last week, will remain for another 2 weeks.

Morris

Route 80, Mount Olive, Roxbury, Netcong -- Intermittent interference to traffic during construction work while construction equipment is moved in the work area.

Somerset

Route 22 Bridgewater, Greenbrook -- There will be interference for a period of about 4 weeks from Washington Avenue to Thompson Avenue. The condition is the same as that which prevailed last week.

Route 287, Bridgewater -- Talamini Road in Bridgewater Township will be closed for approximately one year until the Talamini Road bridge is built.

Route 28, Bridgewater Township -- Traffic will be directed around bridge construction. The condition, which prevailed last week, will remain for 5 weeks longer.

Route 206, between Belle Mead and Somerville -- Minor traffic delays during resurfacing operations. There will be no interference during nights or on weekends.

(more)

1962
TRAFFIC CONDITIONS REPORT

Somerset

Route 206, Somerville, Pluckemin -- Minor delays to traffic during pavement repairs.

Middlesex

Route U.S. 1, Edison Township, City of New Brunswick -- Raritan River Bridge traffic will be restricted to one lane from 10 a.m. to 2:30 p.m. during removal of existing center curb. Traffic on the bridge will be restricted to one lane from 9 p.m. to 6 a.m. during barrier curb construction. The condition will remain for one week.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
RIDGEWOOD & ORADELL AVENUES
BIDS
Paramus, Bergen County

Trenton, Sept. 27 - The New Jersey State Highway Department today received the low bid of $258,513.15 from the Sappah Construction Co., Montvale, for reconstruction of Ridgewood Avenue and Oradell Avenue in Paramus, Bergen County.

The 1.2 mile section, between Glen Avenue and Alberta Drive, requires improvements because the road has become a connection between the Garden State Parkway and Route 17.

The proposed improvement will provide one bituminous concrete traffic lane in each direction now, and room for expansion to two lanes in each direction in the future.

Traffic signals will be installed at the intersection of Pascack Road and Oradell Avenue.

Cost of the project, which will be completed in about 120 working days, will be shared by the Federal Government and Bergen County.

All bids will be reviewed before the contract is awarded.

Other bidders were: Ufheil Construction Co., New Milford, $263,897.05; Jersey State Concrete Co., Hackensack, $276,335.55; Union Building and Construction Co., Passaic, $286,988.47; Franklin Contracting Co., Little Falls, $288,737.45; Samuel Braen's Sons, Hawthorne, $297,139.65; P. Michelotti & Sons, Saddle Brook, $304,857.95.

FAS #####

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
INTERSTATE ROUTE 287 - BIDS
Bedminister Township
Somerset County

Trenton, Sept. 27 - Lowest bid received today by the New Jersey State Highway Department on a project for constructing the north connection of Interstate Route 287 and Route U.S. 202-206 in Bedmininster Township, Somerset County was $1,999,523.55 submitted by Samuel Braen's Sons, Hawthorne, N.J.

Other bidders were: Malbros Contracting Co., West Caldwell, $2,118,825.30, P.T.&L Construction Co., Paramus, $2,184,911.54, Geo. M. Brewster & Son, Bogota, $2,194,082.50, Conduit & Foundation Corp., Philadelphia, $2,271,862.97 and Franklin Contracting Co., Little Falls, $2,367,445.80. All bids for the contract will be reviewed before it is awarded.

Southern limit for work on the project is about a half-mile south of Schley Mountain Road. From this point Interstate Route 287 curves northeast for about 2,000 feet, crossing over Route U.S. 202-206.

Route U.S. 202-206 heads north for about a mile to a point some 600 feet south of Lamington Road.

Construction plans for the new project show Interstate Route 287 will consist of two roadways each containing basically three reinforced concrete traffic lanes 12 feet wide, and outer bituminous concrete shoulders also 12 feet wide. Between the two roadways will be a landscaped center mall generally 100 feet wide.

(more)

1962
INTERSTATE ROUTE 287 - BIDS
Bedminister Township
Somerset County

A connecting ramp will be constructed to lead motorists from southbound Route U.S. 202-206 to southbound Interstate Route 287.

Another ramp will carry northbound Route 287 traffic to northbound U.S. 202-206. Construction of Interstate Route 287 will stop just north of this ramp.

The plans for Route U.S. 202-206 show it will be relocated, at the southern end of the project, along a parallel path about 250 feet north of its present course.

As it approadhes the Interstate Route 287 crossing, Route 202-206 will become a dual highway for more than a mile to a point south of Lamington Road, where Route U.S. 206 and Route U.S. Route 202 separate east and west.

At the fork, connecting ramps will permit traffic on the northbound dual highway to cross over to northbound 206, and southbound 202 traffic to cross over to the dual highway's southbound roadway. At each end of the crossover, "U" turn loops will permit motorists to reverse direction.

The Department has located a pair of jughandles at River Road to provide access to and from Route 202-206.

A schedule of 220 working days has been set for completing the project. The Federal Governmnnt will pay 90 per cent of Route 202-206 costs.

62-I-28
287-6C 202-206, 2A
287-2 (5)

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
ROUTE 30 - BIDS
Drainage
Audubon, Camden County.

Trenton, Sept. 27 - Lowest bid received today by the New Jersey State Highway Department on a project for improving drainage on Route 30 in Audubon, Camden County, was $39,890.00 submitted by W. L. M. & Co., Haddonfield.

The project calls for installing a 66-inch diameter metal pipe beneath and across Route 30 just north of Nicholson Road to provide adequate drainage for surface waters and relieve flooding at the intersection.

The new pipe, to be 160 feet long will be jacked under the highway alongside the existing 24-inch drainage pipe. The old pipe will be plugged when the job is finished.

A Department spokesman said the jacking method for installing the pipe will eliminate the need of digging across Route 30 and disrupting traffic. The job is expected to be finished in 30 working days.

All bids for the State-financed project will be reviewed before the contract is awarded. Other bidders were: D'Annunzio Bros., Scotch Plains, $41,000.00; Franklin Contracting Co., Williamstown, $48,250.00

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63-N-51

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
ROUTE 9W - COMPLETION
Bergen County

Trenton, Sept. 25 - The New Jersey State Highway Department today announced it expects to complete roadway work on a Route 9W safety improvement project in Alpine Borough, Bergen County, by Wednesday.

The $227,000 project was undertaken early this year to correct hazards to downhill and uphill traffic on the grade which starts just south of the Palisades Interstate Parkway overpass.

Remaining work, minor roadside construction and cleaning up, should be finished by the end of the month.

Before the Ufheil Construction Company of New Milford started work in February, northbound cars on the downhill lane could lose control if they entered the curve near the foot of the hill at a high rate of speed. In the same area, southbound cars climbing the grade encountered hazards when trying to pass slow-moving vehicles.

These hazards were eliminated by constructing a new 1,000-foot portion of the highway along a more gradual curve, and by converting the uphill shoulder to a "creeper" lane for trucks. The old section of road has been abandoned.

62-N-27 #####

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE TUESDAY P.M.'s

1962
LINCOLN STREET BRIDGE - ADV.
Passaic County

Trenton, Sept. 25 - The New Jersey State Highway Department today called for bids October 16 for completing the Lincoln Street Bridge project in Totowa, Paterson and West Paterson, Passaic County.

The new project comes three weeks after the bridge's substructure was completed under a $318,000 contract which was started in January, 1961. It calls for improving the approaches to both ends of the bridge, and placing a reinforced concrete deck on the recently completed foundation.

At the north end of the bridge a 1,400-foot section of Totowa Road and River Terrace, in Totowa and West Paterson, will be widened, from 42 feet to 48 feet, and resurfaced with bituminous concrete. West of the new bridge a sheet steel retaining wall will be driven into the Passaic River bank so that Totowa Road can be widened toward the River.

The bridge's future concrete deck will carry four lanes on its 48-foot wide roadway as well as two sidewalks. At the south end of the bridge 500 feet of McBride Avenue will be widened to 48 feet and resurfaced with bituminous concrete.

As a Federal Aid Secondary project, the Federal government will share costs with Passaic County for work on Totowa Road west of the bridge, the new bridge deck, and McBride Avenue east of the bridge. Passaic County will bear the costs of the remaining improvements.

A total of 120 working days has been scheduled. All bids will be reviewed before the contract is awarded.

FAS-62 ######

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
SERVICE AWARDS
TRENTON

Trenton, September 22 - The annual presentation of service awards to New Jersey State Highway Department employees saw 34 senior members receive mememtos from State Highway Commissioner Dwight R. G. Palmer at a ceremony held recently in the Commissioner's office here in Trenton.

In the group were ten employees who had completed 40 years' service, and 24 who completed their 35th year of service during 1961.

The ceremony was simple and informal, with Commissioner Palmer extending his appreciation to each employee as he presented the award. The recipients were presented cigarette lighters, tie chains or service pins.

NOTE TO EDITORS:

Following are lists of award recipients:

40 Years

John A. Irons, Sr.	Garfield Avenue Island Heights, N.J.
Edward H. Ristow	Monmouth Mobile Homes Park Route 1, Monmouth Junction, N.J.
Clifford Wear	212 Pingree Avenue Trenton, N.J.
George D. Cubberly	71 Locust Avenue Yardville, N.J.
Herman N. Kramer	1944 N. Olden Avenue Extension Trenton, N.J.

(more)

1962
SERVICE AWARDS
TRENTON

40 Years, cont'd.

Edward A. Downs	204 Prince Street Bordentown, N.J.
Watson Barber	State Highway 35 Cliffwood, N.J.
Edward Drake	7 Thurston Avenue Trenton, N.J.
Ralph B. Evans	Shore Road, Swainton P.O. Cape May Court House, N.J.
William Wharton	51 Hartmann Drive Hamilton Square, N.J.

35 Years

Morris Balbresky	16 Lawrence Avenue Trenton, N.J.
James J. Flavin	1612 Greenwood Avenue Trenton, N.J.
John J. Frascella	117 West Welling Avenue Pennington, N.J.
Edward MacCabe	2 Calvin Avenue Trenton, N.J.
Martin Bell	9 Madison St. Paterson, N.J.
Anthony Capella	320 South Egg Harbor Road Hammonton, N.J.
Worth B. Cunningham	43 Hubbard Avenue, River Plaza Red Bank, New Jersey
William J. Hampton	417 Hardwick Street Belvidere, N.J.
C. Clifford Hulse	16 Broad Street Allentown, N.J.

(more)

1962
SERVICE AWARDS
TRENTON

35 Years, cont'd.

Howard H. Menk	130 Princeton Road Audubon, N.J.
John L. Prout	P. O. Box 86 Long Branch, N.J.
Velt B. Sams	Glen Valley Road Morrisville, Pa.
Joseph Walder	Route 69, R. D. 1 Pennington, N.J.
William C. Bloss	5 Harvey Drive Summit, N.J.
Milton E. Cole	2 Custer Avenue Newark, N.J.
Vernon E. Dittig	Oak Ridge Road Basking Ridge, N.J.
William F. Miller	14 Bay Boulevard Bayville, N.J.
Stuart C. Mitchell	21 Cobb Road Mountain Lakes, N.J.
William K. Schanck	702 Winchester Avenue Colonial Lakelands, N.J.
Austin E. Schenck	63 Arthur Avenue Ridgefield Park, N.J.
John Samanns	Somers Point Road Mays Landing, N.J.
Anthony Esposito	416 Hale Street Pennington, N.J.
B. Russell Hulse	R. D. 1 Robbinsville, N.J.
James H. Laffan	219 West Hanover Street Trenton, N.J.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY, SEPTEMBER 21 WEEK OF SEPTEMBER 21-28

Trenton, Sept. 21 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause traffic interference to motorists during the week of September 21 - September 28.

Bergen

Route 46, South Hackensack and Little Ferry -- One way traffic in each direction from 9 a.m. to 4 p.m. during widening and resurfacing operations. The condition is the same as that which prevailed last week and will remain for about 2 months.

Route 80, East Paterson -- Eastbound and Westbound single lane traffic is now confined to the eastbound lanes of Market Street in East Paterson over the new Route 80 bridge. The condition, which prevailed last week, will remain for another month.

Route 80, Lodi, Teterboro, Hackensack, South Hackensack Township -- Summit Ave. is closed from Standish Avenue, Hackensack to Grandview Boulevard and the southbound Route 17 ramps in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road, over Polifly Road to Terrace Avenue and then back to Grandview Boulevard.

(more)

Bergen, Cont'd.

There will be some delay to southbound traffic on existing Route 17 between Maywood Avenue and Terrace Avenue at times during the day between 9a.m. and 3:30 p.m. because of drainage installation work. The condition will remain until November, 1962.

Route 80, Lodi -- Slight occasional delay while contractor conducts hauling operations across Route 17. The condition will remain for 2 months.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will last from 4 to 7 months. North Avenue will be blocked off between Seventh Street and Second Street for 2 months.

Route 95, Teaneck -- Fort Lee Road detour is between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will remain until paving is completed.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will remain to December, 1962.

Bergen-Passaic

Route 80, East Paterson -- Traffic is now detoured west of Lakeview Avenue around the construction area. Barricades and markers are in place for two-way traffic. A detour, which prevailed last week, will remain for another six months.

(more)

Bergen-Passaic, cont'd.

A detour for northbound and southbound traffic along Route 20 is in effect with single lane traffic in each direction along the southbound traffic lanes for the length of the project. Paterson and East Paterson are effected.

Burlington

Route 38, Haddonfield Road Intersection -- Minor delays to traffic on the Haddonfield Road during widening operations at the intersection.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Levittown, Cinnaminson, Pennsauken -- Traffic will be reduced from the normal flow of 2 lanes in each direction to 1 lane in the various areas of construction throughtout the entire project. The normal 2 lanes of traffic in each direction will be resumed on Sundays. The condition is the same as that which prevailed last week and it will remain for about 6 months.

Camden

Route 38, Cherry Hill Township -- Slight intermittent delays while construction equipment moves across the highway in the vicinity of the Cherry Hill apartment building and the Cherry Hill Shopping Center, about $\frac{1}{4}$ mile east of Haddonfield Road - Route 38 intersection. Delay of two minutes at the most. The condition is the same as that which prevailed last week and will remain for an indefinite period.

(more)

Camden cont'd.

Route 295, Barrington, Lawnside Tavistock, and Delaware -- During construction of the Freeway from Copley Road to Kresson Road there will be detours at the following locations: Haddonfield-Berlin Road and Kresson Road. The Warwick Road detour has been abandoned and traffic is now using the Warwick Road Bridge. The condition will remain until bridge construction is completed.

Hunterdon

Route 78, Bloomsbury, Bethlehem, Union -- Route 22 at the Pattenburg intersection. All traffic traveling west on relocated Route 22 and moving toward Pattenburg will be directed through the construction area. No delays are expected. The condition which prevailed last week will remain for 5 weeks longer.

Middlesex

Route 1, Edison Township, City of New Brunswick -- Occasional constriction of traffic from 3 to 2 lanes in each direction from the Raritan River Bridge to Plainfield Avenue. The condition, which prevailed last week will continue to December, 1962.

Route 28, South Plainfield, Edison Township -- Traffic on New Durham Road and Durham Avenue is being diverted around the construction area. The condition will remain for one week.

Route 287, Metuchen, Edison Township -- Whitman Avenue has been closed to traffic for a period not to exceed 2 months.

(more)

Middlesex cont'd

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until the new Route 287 bridge has been completed.

Route 35 -- Utility Company installing sanitary sewage pipeline. Occasional interference to traffic during day time operations.

Middlesex-Union

Route 444 (Garden State Parkway), Kenilworth, Woodbridge, Clark, Cranford, Union -- One lane of traffic in each direction is blocked during working hours from 9a.m. to 3:30 p.m. in various locations from King George's Road in Woodbridge to the Boulevard in Kenilworth. The condition will remain for approximately 3 weeks.

Monmouth

Route 35 and 34, Wall Township and Brielle -- Some traffic interference will exist at the southbound exit of the Collingswood traffic circle; at Wyckoff Road intersection; at Belmar Boulevard intersection; at the Ariport Road; at Hurley Pond; at the Route 38 intersection; at the southbound Parkway exit to Route 34; at the southbound entrance into the Allenwood Traffic circle; at the Atlantic Avenue Ramps; and at the intersection south of the railroad overpass bridge.

(more)

Monmouth cont'd

Route 9, Freehold -- Intermittent single lane traffic during working hours from 7 a.m. to 6 p.m. during drainage construction work. The condition will remain for from 4 to 6 weeks.

Route 35, Eatontown -- Intermittent single lane traffic during working hours, Monday through Friday, from Shrewsbury Avenue to south of the Fort Monmouth entrance gate during widening operations. The condition will remain for from 4 to 6 weeks.

Somerset

Route 22, Bridgewater, Greenbrook -- There will be interference for a period of about 6 weeks from Washington Avenue to Middlebrook.

Route 28, Bridgewater -- Traffic will be directed around bridge construction. The condition will remain for another week.

Essex

Route 22 Viaduct, Newark -- Occasional interference during repairs to pavements.

Route 46, Caldwell Township -- Occasional restriction to single lane traffic on Route 46 eastbound and westbound during working hours only. The condition, which prevailed last week, will remain for another week.

(more)

1962
TRAFFIC CONDITIONS REPORT

Mercer

Route 33, Hightstown -- Pavement repairs in the vicinity of the New Jersey Turnpike Interchange. Slight interference during the day; no interference at night or on weekends.

Route 69, Ewingville -- Utility Company installing sanitary sewage pipeline. Occasional delays due to reduction of traffic to one lane.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
ROUTE N.J. 4 - BIDS
TEANECK, BERGEN COUNTY

Trenton, Sept. 20 - The New Jersey State Highway Department today received the low bid of $135,919.00 from Geo. H. Brewster & Son, of Bogota, on a Route 4 safety improvement project in Teaneck, Bergen County.

Within the limits of the mile-long work area, between Margaret Street and the Teaneck Township line, a new bituminous concrete surface will be laid on the existing slippery road surface.

Other improvements include replacing the existing concrete center islands at intersections and the Teaneck Road bridge with new, redesigned islands.

All work will be done at night, between 10:30 p.m. and 6:30 a.m., to avoid tying up traffic during the busy daylight hours. The project is scheduled for completion in November with the State paying all costs.

The other bidder was: Sowerbutt Asphalt Inc., of Prospect Park, $148,962.30. All bids will be reviewed before the contract is awarded.

63-N-40
4 - 3F

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
Sea Isle City Boulevard - BIDS
Cape May County

Trenton, Sept. 20 - Ole Hansen & Sons, of Pleasantville, today submitted the low bid of $1,707,039.22 on a project for improving Sea Isle City Boulevard between Dennis Township and Sea Isle City in Cape May County.

The two-mile project calls for construction of a new concrete bridge over Ludlam Thorofare, in line with 41st Street. The new bridge's concrete deck, to be 1,650 feet long, will provide two traffic lanes. The existing bridge, spanning Ludlam Thorofare at 44th Street, will be removed when the new project is completed early in 1964. New and improved approaches will link the bridge to Landis Avenue and the Garden State Parkway.

Cost of the project will be shared by the Federal Government and Cape May County. All bids will be reviewed before the contract is awarded.

Other bidders were: Public Constructors, Blackwood, $1,943,990.27; Conduit & Foundation Corp., Philadelphia, $2,060,944.40 and the Forest Co., Mechanicsburg, Pa., $2,168,124.19.

FAS-62

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
N.J. Route 165 - BIDS
Lambertville
Hunterdon County

Trenton, Sept. 20 - Lowest bid received today by the New Jersey State Highway Department on a project for modernizing N.J. Route 165 in Lambertville was $39,119.00 submitted by William J. Wall, of Haddonfield.

The Hunterdon County project, a Highway Department spokesman said, calls for widening and resurfacing 1,063 feet of the New Jersey Route, which extends from Main Street to Bridge Street.

Plans for N.J. Route 165 call for reconstructing the Highway's existing shoulders as traffic lanes, and resurfacing the future 50-foot wide roadway with bituminous concrete by December.

Other bidders were: Kingston Bituminous Products Co., of Kingston, $40,811.23 and Pardun Contracting Co., of North Brunswick, $46,218.20. All bids will be reviewed before the contract is awarded.

62-N-51 ######

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1962
N.J. ROUTE 5 - BIDS
Edgewater, Bergen County.

Trenton, Sept.20 - A bid of $293,554.00 submitted by the Schiavone Construction Co., of Secaucus, was the lowest received today by the New Jersey State Highway Department on a project for cliff improvements alongside Route 5 in Edgewater, Bergen County.

Erosion, of the face of the cliff, according to a Department spokesman, has now reached the point where rocks create a definite hazard by breaking off the cliff which borders Route 5 and bouncing from the curb area onto the highway.

To eliminate the danger, all loose rock will be removed from the face of the cliff until a solid base is reached, and a concrete mixture forced into any remaining cracks to prevent future attacks by the weather. The engineers also have designed a concrete wall 5.5 feet high to entrap any falling fragments.

The work site extends from the junction of Route 5 and Undercliff Avenue, near Edgewood Avenue, 700 feet south along the ascending highway. A schedule of 120 working days has been set for the State-financed project. All bids will be reviewed before the contract is awarded.

The other bidder was Mohawk Constructors, of Linden, $344,978. All bids will be reviewed before the contract is awarded.

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FAS-62

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1962

ROUTE 22 - Traffic Diversions
Green Brook - Bridgewater Twps.
Somerset County

Trenton, Sept. 20 - The New Jersey State Highway Department today advised Route 22 night traffic driving through Somerset County to be alert for re-routings starting Monday evening.

A Department official said Route 22 will be resurfaced between Washington Avenue in Green Brook Township and Thompson Avenue in Bridgewater during the next two weeks between 6p.m. and 6 a.m.

During resurfacing operations, short sections of the eastbound and westbound sides of Route 22 will be closed off, and traffic switched to the other side of the highway alongside the work site.

A Department official warned that this rerouting will put opposing streams of traffic on one-half of the highway for short distances, and asked motorists to be alert for the signs, flashers, barricades and traffic directors which will be posted at the switching points, and to drive with caution. The Department has been assured of State Police cooperation during the night work periods. The switching points, he added, will be at Warrenville Road, Cramer Avenue, Sebrings Mills Road and Vosseller Avenue. At any of these intersections, and not necessarily in successive order, motorists can expect to be diverted to the opposing roadway.

(more)

Each section will be closed twice; one night the bituminous concrete foundation will be laid, and on any subsequent night the bituminous concrete surface put down.

The resurfacing work is one of the final stages of a million dollar project for erecting concrete center barriers along the four-mile stretch of highway, and modernizing the heavily traveled highway. All work should be completed in December.

22 - 10B & 11A
U-178(22)
61-P-7

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE MONDAY P.M.'s

1962
INTERSTATE ROUTE 80
Eastbound Route 46 -- Opening
Mt. Olive Twp., Morris County

Trenton, Sept. 17 - The New Jersey State Highway Department today announced the newly constructed eastbound roadway for Route 46 near Netcong will be opened to traffic this week.

A Department official said if weather conditions and work schedules hold, the new roadway will be ready early in the week.

After barricades are removed, eastbound Route 46 traffic will use the new roadway, and westbound traffic will have exclusive use of the existing highway in the half-mile section southwest of Netcong.

The new eastbound section curves to the right from existing Route 46 near Budd Lake Road in Mount Olive Township, extends north across the future path of future Interstate Route 80 and gradually curves westerly back to Route 46 near Flanders Road in Netcong.

The Highway Department spokesman explained the separate roadway for eastbound traffic was needed to provide safe and convenient connections between Route 46 and Route 80.

Route 46 work is being done as part of an overall $3.4 million project for constructing three miles of Interstate Route 80 from Landing Road in Roxbury to Route 46 west of Netcong.

(more)

1962
INTERSTATE ROUTE 80
Eastbound Route 46 - Opening
Mt. Olive Twp., Morris County

The contract was awarded to the Yonkers Contracting Co. of New York City in October, 1960, and work started the next month.

Construction should reach the point by this December at which the superhighway can be opened for traffic, and, in conjunction with previously opened sections of Interstate Route 80, provide thirteen miles eastward to Denville. Total cost amounts to more than $23.5 million.

At the eastern end of the cross-state highway, the Bergen-Passaic Expressway, composed of portions of Interstate Routes 80 and 95, is under construction from the George Washington Bridge about 15 miles westerly into Paterson. $68.5 million has been committed to this work.

When completed, both highways will join the National System of Interstate and Defense Highways. The system will be a network of non-stop highways totaling 41,000 miles in length and connecting 90 per cent of all cities of over 50,000 population. The entire network is scheduled for completion in 1972, and will cost about $40 billion.

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1B & 2L
80-2(22)26

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton TUxedo 2-3000 - Ext. 431-432

RELEASE FRIDAY P.M.'s

1962
ROUTE 206 - COMPLETION
Andover-Byram
Sussex County

Trenton, Sept. 14 - The New Jersey State Highway Department today announced it expects to complete a $360,000 safety improvement project on Route 206 in Andover Borough and Byram Township, Sussex County next week.

The project called for rebuilding the highway's uphill shoulders as "creeper lanes" in the 4,500-foot section between Huntsville Road and the Cranbury Lake north shore road. Similar improvements were made in the 1,300-foot stretch extending north from Lake Lackawanna Road.

Creeper lanes, a Department spokesman explained, are extra traffic lanes built alongside the existing pavement in the uphill direction for use by trucks and other slow-moving vehicles. They have proven effective in reducing accidents and slow-downs at more than 35 other points on the State Highway system.

The 100% State-financed project was awarded to the Sappah Construction Company of Montvale last fall.

Other Route 206 improvements now underway in Sussex County include a new $136,000 bridge over Paulins Kill in Frankford Township, and a $28,000 improvement of the nearby Ross Corner intersection. In Newton, the highway was widened between Ryerson & Halsted Streets in July, at a cost of $48,000.

60-N-49
21A

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NEW JERSEY
STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TUxedo 2-3000

RELEASE FRIDAY, SEPTEMBER 14 WEEK OF SEPTEMBER 15-21

Trenton, Sept. 14 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause traffic interference to motorists during the week of September 15 - September 21.

Atlantic-Gloucester

Route 322, Monroe Township, Folsom Boro -- Slight interference during construction of shoulder. The condition is the same as that which prevailed last week and will remain for one more week. No interference from 6p.m. to 7 a.m.

Bergen

Route 46 - South Hackensack and Little Ferry -- One way traffic in each direction from 9 a.m. to 4 p.m. during widening and resurfacing operations. The condition will remain for about two months.

Route 80, East Paterson -- Eastbound and westbound single lane traffic is now confined to the eastbound lanes of Market Street in East Paterson over the new Route 80 bridge. The condition, which prevailed last week, will remain for another month.

(more)

Bergen, cont'd.

Route 80, Teaneck and Ridgefield Park -- Detours at Teaneck Road between Arthur Street and Jasper Avenue and at Queen Anne Road between Arthur Street and Cypress Avenue. The condition is the same as that which prevailed last week and will remain for the next 5 to 8 months.

Route 80, Lodi, Teterboro, Hackensack, South Hackensack Township -- Summit Avenue is closed from Standish Avenue, Hackensack to Grandview Boulevard and the southbound Route 17 ramps in Hasbrouck Heights. A detour is set up from the intersection of Summit Avenue and Essex Street to Polifly Road, over Polifly Road to Terrace Avenue and then back to Grandview Boulevard.

There will be some delay to southbound traffic on existing Route 17 between Maywood Avenue and Terrace Avenue at times during the day between 9 a.m. and 3:30 p.m. because of drainage installation work. The condition will remain until November, 1962.

Route 80, Lodi -- Slight occasional delay while the contractor conducts hauling operations across Route 17. The condition will remain for 2 months.

Route 95, Teaneck -- Fort Lee Road detour between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue detour between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will remain until paving is completed.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as tha t which prevailed last week. It will remain to December, 1962.

(more)

1962
TRAFFIC CONDITIONS REPORT

Bergen-Passaic

Route 80, Paterson, East Paterson -- Traffic is now detoured west of Lakeview Avenue around the construction area. Barricades and markers are in place for two-way traffic. This detour, which prevailed last week, will remain for another six months.

A detour for northbound and southbound traffic along Route 20 is in effect with single lane traffic in each direction along the southbound traffic lanes for the length of the project.

Burlington

Route U.S. 130-206, Bordentown -- Some traffic restriction at locations where landscape operations or clean-up operations are proceeding. At such places, one lane may be blocked off for short periods of time. The condition will remain for from 1 to 2 weeks.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Levittown, Cinnaminson, Pennsauken -- Traffic will be reduced from the normal flow of 2 lanes in each direction to 1 lane in the various areas of construction throughout the entire project. The normal 2 lanes of traffic in each direction will be resumed on Sundays. The condition is the same as that which prevailed last week and will remain for about 6 months.

Camden

Route 38, Cherry Hill Township -- Slight intermittent delays while construction equipment is moved across the highway in the vicinity of the Cherry Hill apartment building and the Cherry Hill Shopping Center, about $\frac{1}{4}$ mile east

(more)

Camden, cont'd.

of Haddonfield Road-Route 38 intersection. Delay of two minutes at the most. The condition is the same as that which prevailed last week and will remain for an indefinite period.

Route 295, Barrington, Lawnside, Tavistock, and Delaware -- During construction of the Freeway from Copley Road to Kresson Road, there will be detours at the following locations: Warwick Road, Haddonfield-Berlin Road, Kresson Road. The condition is the same as that which prevailed last week.

Essex

Route 22 Viaduct, Newark -- Occasional interference during repairs to pavements.

Route 46, Caldwell Township -- Occasional restriction to single lane traffic on Route 46 eastbound and westbound during working hours only. A detour is set up from Route 46 eastbound through Fairfield Road-Horseneck Road-Plymouth Street. The condition, which prevailed last week, will remain for another week.

Hunterdon

Route 78, Bloomsbury, Bethlehem, Union -- Route 22 at the Pattenburg intersection. All traffic traveling west on relocated Route 22 and moving toward Pattenburg will be directed through the construction area. No delays are expected. The condition is the same as that which prevailed last week and it will remain for 5 weeks longer.

Mercer

Route 33, Hightstown -- Pavement repairs in the vicinity of the New Jersey Turnpike Interchange. Slight interference during the day; no interference at night or on weekends. (more)

1962
TRAFFIC CONDITIONS REPORT

Middlesex

Route 1, Edison Township, City of New Brunswick -- Occasional constriction of traffic from 3 to 2 lanes in each direction from Plainfield Avenue to the Raritan River Bridge. The condition, which prevailed last week, will continue to December, 1962.

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until the new Route 287 bridge has been completed. The condition will remain for an indefinite period.

Route 287, Metuchen, Edison Township -- Whitman Avenue has been closed to traffic for a period not to exceed 2 months. Route 27 has been opened to traffic.

Route 287, South Plainfield, Edison Township -- Traffic on New Durham and Durham Avenue is being diverted around the construction area. The condition will remain for one week.

Middlesex-Union

Route 444 (Garden State Parkway), Kenilworth, Woodbridge, Clark, Cranford, Union -- One lane of traffic in each direction will be blocked during working hours from 9 a.m. to 3:30 p.m. at various locations from King George's Road in Woodbridge to the Boulevard in Kenilworth. The condition will remain for approximately 2 weeks.

Monmouth

Route 9, Freehold -- Intermittent single lane traffic during working hours from 7 a.m. to 6 p.m. during drainage construction work. The condition will remain for from 4 to 6 weeks.

(more)

1962
TRAFFIC CONDITIONS REPORT

Route 35, Eatontown -- Intermittent single lane traffic during working hours, Monday through Friday, between Shrewsbury Avenue and south of the Fort Monmouth entrance gate during widening operations. The condition will remain for from 4 to 8 weeks.

Route 35 & 34, Wall Township and Brielle -- Some traffic interference will exist at the southbound exit of the Collingswood traffic circle to Route 34; at Wyckoff Road intersection; at the southbound parkway exit to Route 34; at the Allenwood-Glendola Road intersection; at the north end of the Allenwood Traffic Circle; and from the railroad bridge to Paynters Road and to Lakewood Road. The condition, which prevailed last week, will continue for an indefinite period.

Monmouth-Ocean

Route 37, Hornerstown to Cream Ridge -- Slight delay to traffic during surface treatment operations.

Somerset

Route 22, Bridgewater, Greenbrook -- Existing center island concrete curb and pavement is being removed from Vosseler Street to Greenbrook. Paving operations will take place from Washington Avenue to Warrenville Road. Concrete barrier curb construction from Sebring Mills and King George Roads, to the Greenbrook and Bridgewater Township line. Traffic is constricted to a single lane in each direction during working hours. There will be some interference for a period of about six weeks from Washington Avenue to Middlebrook.

Route 28, Bridgewater -- Traffic will be directed around bridge construction. The condition will remain for another week.

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